



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H090813

**Mode:** Highway

**Status:** Submitted

### NC-56

**From/Cross Street:** Franklinton Bypass

**Specific Improvement Type:** 1 - Widen Existing Roadway

**To:** US 401/NC 56 in Louisburg

**Project Category:** Regional Impact

**Length:** 5.67

**TIP#:**

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$49,911,000

#### Description:

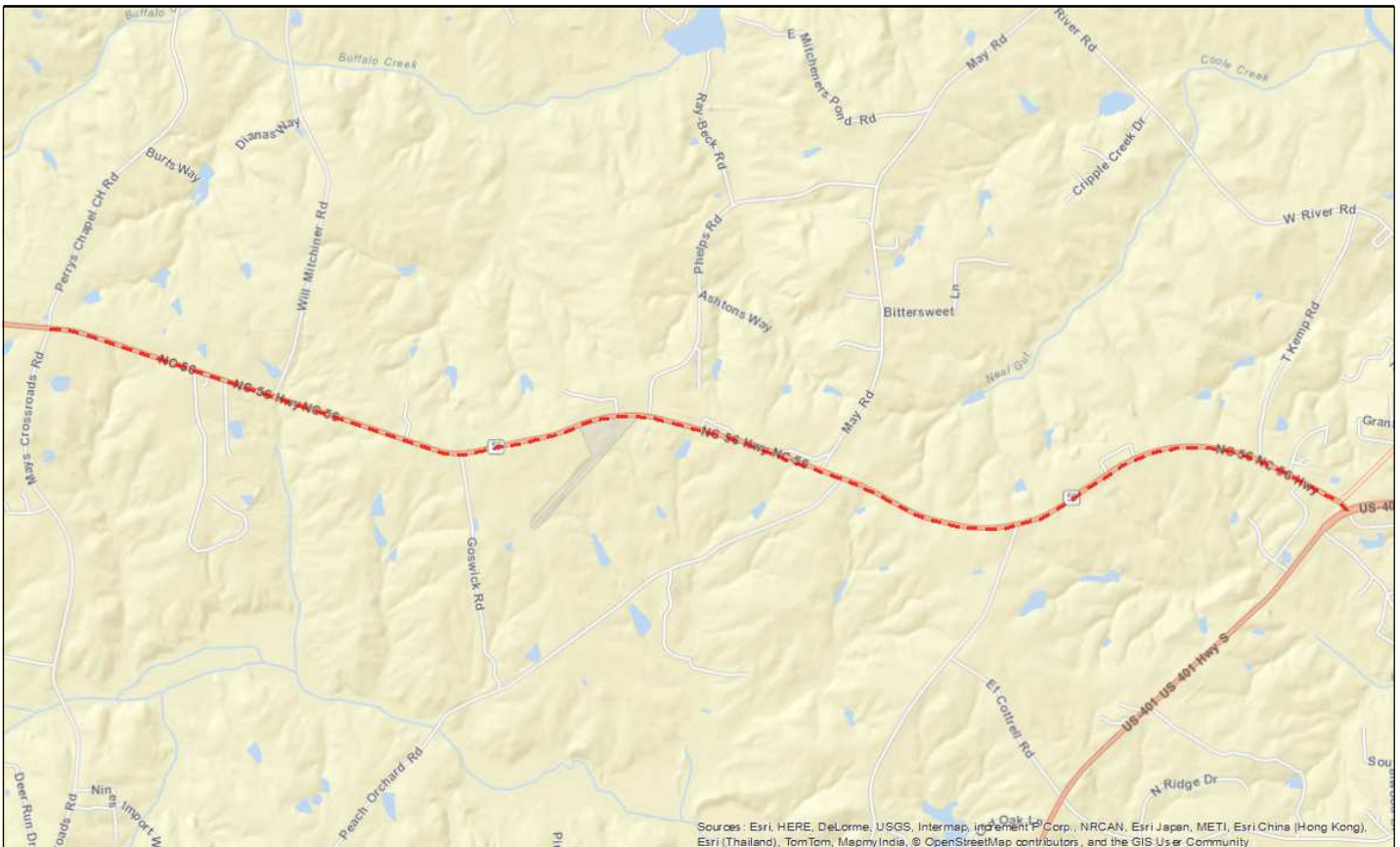
Section B Widen NC 56 to Four Lanes from Franklinton Bypass to US 401/NC 56 in Louisburg.

**Division(s):** Division 5

**County(s):** FRANKLIN

**MPOS(s)/RPO(s):** Capital Area MPO, Kerr-Tar RPO

### Project Location



**Statewide Mobility Total Score: 0**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
<b>Totals: Weight: 0% Weighted Score: 0</b>	N/A	N/A

**Regional Impact Total Score: 32.6**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (25%) 41.04	Percent: 15% Points: 0	Percent: 15% Points: 100
Safety (10%) 56.21		
[Travel Time] Benefit/Cost (25%) 0.00		
Accessibility / Connectivity (10%) 17.21		
<b>Totals: Weight: 70% Weighted Score: 17.6</b>		

**Division Needs Total Score: 13.83**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (20%) 41.04	Percent: 25% Points: 0	Percent: 25% Points: 0
Safety (10%) 56.21		
[Travel Time] Benefit/Cost (20%) 0.00		
<b>Totals: Weight: 50% Weighted Score: 13.83</b>		

**Project Data \*****Existing Conditions**

Existing Cross-Section:	
Speed Limit:	53
Length (miles):	5.67
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Rolling
Lane Width:	10
Paved Shoulder Width:	2
Roadway has Curb & Gutter?	No
Volume (AADT):	9623.11
Capacity:	15523.08
Volume/Capacity Ratio:	0.62
% Autos:	92%
% Trucks:	8%
Truck Volume:	730.95
Crash Density:	77.88
Crash Severity:	48.61
Critical Crash Rate:	42.16
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	3
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	27
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	80
Actual Congested Speed:	45.98
Travel Time Index:	1.16

**Project Benefits**

Project Cross-Section:	4C - 4 Lane Divided (23' Raised Median) with Curb & Gutter, Wide Outside Lanes, and Sidewalks
Speed Limit:	45
Length (miles):	5.67
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	-7089779.79
Travel Time Savings for 30 Years (Autos):	-6551259.65
Travel Time Savings for 30 Years (Trucks):	-538520.14
Long-Term Employment:	
% Change in Economy:	
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	No
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 5

\* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

**Project Ownership****Division**

<b>Division</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Division 5	100%	0	0
	0%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>0</b>	<b>0</b>

**MPO/RPO**

<b>MPO/RPO</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Capital Area MPO	58%	58	0
Kerr-Tar RPO	42%	42	0
	0%	0	0
<b>TOTAL MPO/RPO Points</b>		<b>100</b>	<b>0</b>

**Project Cost and Source**

Construction Cost:	\$40,128,000	TIP Unit
Right-of-Way Cost:	\$8,735,000	Cost Estimation Tool
Utilities Cost:	\$1,048,000	Cost Estimation Tool
Total Project Cost:	\$49,911,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$49,911,000</b>	